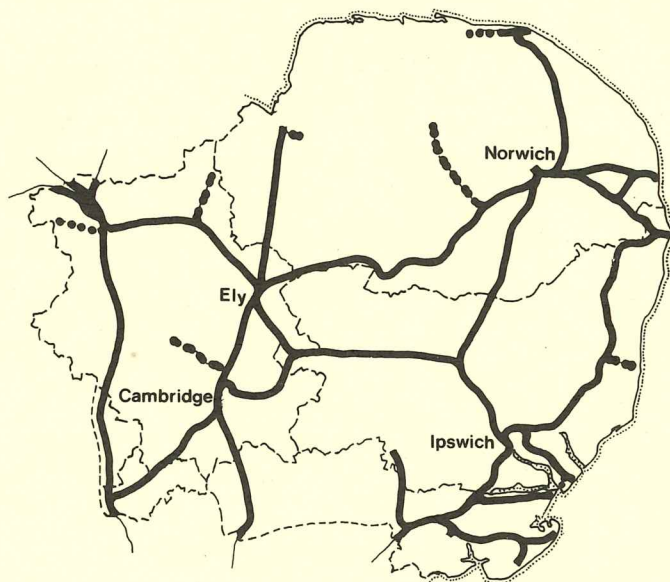

RAILWAY DEVELOPMENT SOCIETY



Rail East

A Voice for Rail Users

No 61 Spring 1987



Norwich Electric Service
Level Crossings
Sizewell Rail Link?

Newsletter of the
EAST ANGLIAN BRANCH

**RAILWAY DEVELOPMENT SOCIETY
EAST ANGLIAN BRANCH**

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The full Branch Committee meets at least four times a year.

The Printing & Publications Sub-committee is appointed by the Branch Committee, and presently consists of **Bryan Davey** (Secretary, 88 St George's Road, Beccles, Suffolk, NR34 9YA), **Peter Lawrence**, **Peter Wakefield**, **Louis Hipperson** and **Trevor Garrod**, with the Chairman and Secretary *ex officio*.

Lewis Buckingham is responsible for the Branch exhibition material, and is always pleased to hear from members with suggestions for places where it can be displayed, such as local libraries and building societies.

Peter Lawrence, as Branch Membership Secretary, keeps up-to-date records of paid-up members, addresses, etc. The coding on the label on the envelope containing this issue of *Rail East* tells you when your subscription is due. For instance, "87.03" means that you are due to renew on 1 March 1987.

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The **Railway Development Society** is a national, independent, voluntary body representing rail users and campaigning for the retention, modernisation and greater use of rail transport for both passengers and freight.

The **East Anglian Branch** covers Norfolk, Suffolk and Cambridgeshire, plus north Essex (as far south as Kelvedon and Bishops Stortford), north Hertfordshire (as far south as Hitchin) and east Bedfordshire (Arlesey, Biggleswade and Sandy).

RAIL EAST

No 61

SPRING 1987

Editor: John Brodribb, 12 Kemp's Lane, BECCLES, Suffolk NR34 9XA (0502) 716961

EAST NORFOLK AND SUFFOLK RAIL ALLIANCE

The Alliance, a grouping of local councils and users' groups, including RDS, has now reached agreement with British Rail over the arrangements for keeping open the Reedham-Yarmouth line. BR had proposed closure on the grounds that work on the track and other renewals would be too costly, and said that a figure of £105,000 per year for five years would be needed to make the line usable. They agreed to keep it open if half that amount could be found from outside sources - hence the Rail Alliance. Norfolk County Council, which is not a member, is also paying a substantial proportion of the costs, and has reached a separate agreement. A formal signing ceremony is expected in Norwich in early February - watch the press and television for details.

Apart from the fact that services are to be maintained on the line, other benefits will include the raising of the speed limit from the present 30 mph to 50 or 60 mph, and the retention of double track on the Lowestoft line, at least between Brundall and Reedham. The Alliance is also giving its attention to the provision of a passing loop at Beccles on the East Suffolk Line. British Rail say that a minimum of £100,000 is needed; Suffolk County Council have informally indicated that they could provide £50,000; and the Development Commission may also be able to provide funding.

CARELINE

A new coach service may seem a strange item for an RDS publication. But Careline is designed for disabled travellers, including those in wheelchairs, and connects the major London rail termini - Paddington, Euston, Kings Cross, Waterloo and Victoria - with each other and with Heathrow airport. It runs approximately hourly from 0700 to 2000, and complements the existing arrangements whereby disabled passengers can contact British Rail in advance of their journey to have staff assist them. The disadvantage from an East Anglian viewpoint is that Liverpool Street is not on the itinerary. Full details are in leaflets at local stations, or from Alder Valley North, Waterford House, Erfstadt Court, Wokingham, Berks, RG11 2XJ (tel. 0734-794875).

NEWS OF MEMBERS

New members

We welcome the following who have recently joined us:-

Mr & Mrs **H.Ingram** 35 St Edmund's Road, Stowmarket,
Suffolk, IP14 1NU.

Mr **N.P.Ladbrooke** 4 All Saints' Drive, Sutton Coldfield,
West Midlands, B74 4AG;

S.R.Lawrence 8 Supanee Court, French's Road,
Cambridge, CB4 3LB;

Neil Pitt 28 Van Dyke Road, Colchester, Essex, CO3 4QD.

New addresses

E.J.Graves, 60 St Audrey's Close, Histon, Cambridge, CB4 4JY;

P.Goldring, 7 Norton Road, Loddon, Norwich, NR14 6JN.

John Page, Albrow Farm, Long Drove, Cottenham,
Cambridge, CB4 4RL;

Richard Vincent, 31 Winchester Close, Bishops Stortford,
Herts., CM23 4JG.

GOOD NEWS AND BAD NEWS

RDS nationally is campaigning on a number of fronts. Some of the subjects of attention have been the Dornoch Bridge affair, the Channel Tunnel, and the rise in rail fares at a rate higher than inflation. There is much activity locally on the carriage of bicycles on trains, and 1987 will see a lot of campaigning directed to the Midland Main Line electrification scheme. All this costs considerable sums of money - the Midland electrification campaign alone will cost £500 this year.

It will not surprise anyone, therefore, that a rise in subscriptions has become necessary. In fact, they have been steady for two and a half years; but they will go up on 1 June to the following levels: £7.50 ordinary; £4 reduced rate; £7.50 family plus £1 per member. If your subscription falls due in June, July or August, you can renew before 31 May at the old rate.

LEVEL CROSSINGS

Controversy erupts at regular intervals about level crossings, their safety, and so on. On New Year's Eve, a passenger in a car was decapitated by a train on an unstaffed crossing near Bexhill; but the driver was apparently trying to weave round the half-barriers when the train struck.

Victorian legislation required railway companies to provide gates, a lodge and a servant to operate the gates as required, where a public road crossed the line. In the days of the "railway mania" and after, when lines proliferated throughout the country, labour was cheap and construction costs critical, so railways were built with level crossings rather than bridges in consequence. Flatter areas of the country such as East Anglia were particularly affected. While wages remained low and general working conditions poor, this did not present a problem for the railways, where a crossing-keeper and his wife might be responsible for opening and closing their gates 24 hours of every day of the year. As conditions and pay improved, level crossings became an increasing burden, especially on rural lines, where the axe started to fall in the 1930s. Where a branch line stayed open for freight, gates could be opened by train crews. It was not until 1954 that lifting barriers became legally permissible, and the way for modern methods was finally opened in 1957.

What follows is an attempt simply to catalogue the main types of crossing currently in use, and to give some facts about their safety rates.

Gated

1. Many are of the traditional type, with crossing-keepers provided with a house. Others have huts: the Wroxham-Cromer line has examples. Some crossings are operated by the signalman from the adjacent signalbox, either manually or using a gate-wheel. Ely North, for example, is still in the former category.
2. Some have gates operated by the user, as on the East Suffolk line. There are still some occupation crossings, where this has always been permitted, but many that were formerly staffed but little used have been reduced to this status. A phone is provided to the nearest signalbox.
3. A few of these user-operated crossings have miniature red/green warning lights. These are uncommon, but "Routes No 8" crossing, between Derby Road and Trimley, on the Felixstowe branch, is an example.

Full barriers

1. Some are operated by an adjacent signalman (or crossing-keeper). Oulton Broad North is an example.
2. Others are operated remotely by a signalman or crossing-keeper, and monitored by closed-circuit television. Claydon and Elmswell are both monitored from Stowmarket.

Half-barriers

These operate automatically on the approach of trains; barriers close nearside road approaches only. They have an amber warning light followed by flashing red lights, plus an audible warning, for road and foot traffic. Very common, e.g. on the Whitlingham-Wroxham and Norwich-Ely lines.

Open crossings

These have no physical barriers at all. They have amber and flashing red lights, plus audible warnings, for road and foot traffic. There are two types:

1. Locally-monitored (AOCL), where the train driver must observe that a flashing white light is working, and see that the crossing is clear, and keep to a speed limit which ensures that the train can stop if the crossing is blocked. The highest limit permitted is currently 55 mph. The East Suffolk line has a higher concentration of this type than anywhere else.

2. Remotely-monitored (AOCR), where the functional status of the crossing is monitored remotely by a signalman. There is no apparent difference to the road user. This type is uncommon at present, being relatively new.

There are criteria laid down as to the speed limits that should be applied these crossings, as well as for the type of crossing that is appropriate to a particular location; they are governed by the rate of rail, road and pedestrian usage, as well as visibility at the site. Anyone interested in fuller information should consult *Pedestrian safety at public road level crossings*, London: HMSO, 1983 (price £4.50). Meanwhile, here are some figures taken from recent annual accident reports:-

	Gated			Full Barr.			AHB			AOC(L)			AOC(R)		
	No.	Kld	Inj	No.	Kld	Inj	No.	Kld	Inj	No.	Kld	Inj	No.	Kld	Inj
1983	735	0	0	597	1	0	267	2	1	128	0	1	8	0	0
1984	657	0	3	595	0	7	280	3	3	144	1	8	25	0	1
1985	576	3	3	583	0	0	291	3	11	188	2	8	39	0	3

No. - number of crossings. Kld - Killed. Inj - injured.

RDS EAST ANGLIAN BRANCH MEETING, CAMBRIDGE, 22 NOVEMBER 1986

The room was full at our Branch meeting in Cambridge to hear the guest speaker, Heather Mayall, Deputy General Secretary of the National Federation of Women's Institutes.

She began by outlining the history and aims of the WIs before explaining their involvement in transport issues.

Their main aim is to improve the conditions of rural life. They originated in Canada in the late 19th century, the first Women's Institute in Britain being formed in 1915. During the 1920s and 1930s they campaigned for decent water services and electricity in the countryside. Today they have 352,000 members in 9,200 individual Institutes, which are non-political bodies and have charitable status.

In 1956, the WIs first called for improved rural transport and opposed bus and rail cuts, advocating a comprehensive transport policy. Since then, they have monitored rural public transport, conducting regular surveys of their members about buses, for example; and expressing concern about the disparity between road and rail financing.

One of the lessons learned in the 1970s was that relying on volunteers to provide public transport is not ideal. In view of the social consequence of rail closures experienced in the 1960s, they sent a hard-hitting response to the Serpell Report in 1983, which seemed to recommend a further programme of cuts.

The environmental impact of heavy lorries is another issue that concerns Women's Institutes, and they have conducted useful surveys at local level, for example of the numbers of lorries passing through a Gloucestershire village in 24 hours. A further issue that has concerned many WIs is road safety.

They rely heavily on the expertise of other more specialist organisations, like RDS, and are able to work with them. The scope for such co-operation was shown in the ensuing discussion, which ranged over such issues as level-crossing safety, support for firms applying for Section 8 grants (for rail sidings, equipment, etc.) and possible boycotts of firms not sending goods by rail when they could do so.

This meeting clearly showed that RDS and the WIs can campaign together on various issues, and we look forward to doing more of this at both local and national levels.

STOP THE HIGHWAY ROBBERY

Road accidents in Suffolk in 1985 cost the community some £25,000,000. This figure was tucked away on page 62 of Suffolk County Council's recent Transport Policies & Programme document.

A new RDS leaflet, *Stop the highway robbery*, seeks to highlight this and other indirect costs of road transport. It points out, for instance, that the cost of road accidents nationally is now over £2,600,000,000 a year, and adds: "In three recent years, not one rail passenger was killed in an

accident, whereas every year some 5000 to 6000 people are killed on the roads of Britain".

Our new leaflet should provide food for thought to politicians in particular, and arrangements are now in hand to send it to all County Councillors in Norfolk and Suffolk. Individual members may also like to send it to their councillors, MPs and prospective candidates with a short letter seeking their reactions. The leaflet is free of charge, although we have spent £140 out of national funds on it. This is not much, compared with what organisations like the British Roads Federation spend putting the pro-road case to politicians, but we hope our arguments will be listened to.

NOTICE BOARDS

The East Suffolk Travellers' Association now has a notice-board at most stations from Lowestoft to Ipswich inclusive, plus Oulton Broad North and Somerleyton. These boards are used to display ESTA and BR material, plus local information, e.g. about buses and taxis. Arrangements have also now been made to display RDS literature on these boards.

Meanwhile, Trevor Garrod has for several years been responsible for maintaining the rail users' news board next to the left luggage lockers at Norwich station. This is used to publicise activities of RDS and its affiliated users' groups in Norfolk. As Trevor no longer works in Norwich, he passes through that station less frequently and would be pleased to hear from any other more local member willing to take on this small task.

ARLESEY

John Tizard has for two years been leading the campaign for a reopened station to serve this small town on the East Coast Main Line between Hitchin and Biggleswade. He reports that BR's Network SouthEast have indicated their wish to include the station in their 1988/89 investment plan, but would appreciate some local authority funding as well.

Bedfordshire County Council is in the process of consulting with District and Parish Councils in the hope that a financial package can be put together. Arlesey Town Council has already agreed to make available the result of a 1p, or possibly a 2p, rate, which could amount to some £10,000.

BICYCLES ON TRAINS

At the end of November, members of Friends of the Earth, the Cyclists' Touring Club and RDS handed out questionnaires to people arriving with bicycles at Norwich and Cambridge stations. Eighty questionnaires were completed, and some useful data were obtained.

We had already been told by British Rail that when our fleet of "Sprinter" diesel multiple units takes over all local services in 1988, bicycles would be banned at peak hours. The reason given is the need to maximise revenue from fare-paying passengers - something which the Department of Transport required of BR before giving it permission to invest in these new trains.

The results of the survey were released in January. Among the conclusions were:-

62% of current cycle commuters would use other methods of making their journeys;

57% of commuters questioned live more than 2 miles from their "home" station;

59% of those questioned have to travel more than 2 miles to their final destination;

Less than 50% would be prepared to pay a charge for the carriage of their bicycles, even if space were guaranteed.

Among the recommendations made by our report are:-

1. A minimum of one peak-hour train into Norwich from each outlying area should continue to have a guaranteed cycle-carrying facility;

2. Trains with cycle-carrying facilities should be marked as such in timetables as part of a national policy;

3. BR should investigate, with a positive attitude, the possibility of converting old rolling stock into cycle-carrying vans, which could be inserted into existing and proposed trains, as on some other European railways;

4. BR should also keep an open mind about introducing a cycle reservation fee on those peak-hour trains from which bicycles would otherwise be banned.

NATIONAL BIKE WEEK 1987

This will be 16-24 May inclusive. Each year, RDS participates in National Bike Week to publicise the train/bicycle combination and to raise funds. For the last four years, Sponsored Cycle Rides have been held and in 1986, for instance, over £70 was raised for our Anti-Closure Fund in this way.

Trevor Garrod would be pleased to hear from any member with ideas for 1987 and/or willing to take part in a sponsored ride.

LINCOLNSHIRE MATTERS

Members at the western end of the region may like to attend the Lincolnshire Branch AGM on Saturday 31 January in St Mary-le-Wigford Church Hall (next to Central Station), starting at 1345. The guest speaker will be the British Rail Area Manager and refreshments will be served.

Our two Branches have a number of matters of common interest, e.g. level crossings and connections at Peterborough. East Anglian Branch members will not, of course, be allowed to vote at this meeting - we have our own AGM (see p.6).

SPECIAL TRAINS IN 1987

The special train to the Severn Valley Railway on 4 October 1986 carried 365 people and made a small profit. Thanks to everyone who helped. We now have a list of over 260 people in the Colchester, Ipswich and Bury St Edmunds areas who have bought tickets for one or more of our specials, and we are now seeking quotations for a train in 1987. Among destinations suggested by passengers on our last one were York, Settle-Carlisle, Edinburgh, Oxford, the North York Moors Railway and the Bluebell Railway. Other suggestions, and offers of help, will be welcome.

The Wymondham-Dereham Rail Action Committee will also be running at least one special from their freight-only branch during 1987, and are currently discussing this with British Rail.

NORTH NORFOLK DEVELOPMENTS

Wallace Boyles writes: Astride the dual-faced platform at Cromer now is a substantial brick-built shelter of pleasing design which came into use shortly before Christmas - a replacement for the vandalised waiting room which was demolished weeks earlier, together with the canopy and toilets, the three having formed part of the terminal station building. There has in addition been a measure of structural remoulding, giving the unstaffed station a very presentable appearance. Presumably as an impediment to vandalism, the three seats are of perforated metal and cemented to the floor.

Mr Boyles also points out a report in the *North Norfolk News* for 24 December, which gives details of a new Railfreight flow from Aylsham. Fish feed manufactured by BOCM Silcock at Aylsham makes the long journey to Fort William by Speedlink Distribution's overnight service, where it is either collected by local farmers, or delivered by a local road haulier. Road transfer is needed at the start of the journey in Norfolk: the line through Aylsham was lifted in 1984, after traffic in concrete products from Lenwade finished.

ICKNIELD

The Icknield Branch of RDS is campaigning for the opening to passengers of a new through rail route between Didcot and Peterborough, to be known as the Icknield Line; they also advocate a passenger service between Thame, Aylesbury and Milton Keynes. On the former route, the lines between Didcot and Oxford, Bletchley and Kettering, and Oakham and Peterborough now carry passengers, whilst freight is carried on the Oxford-Bletchley and Kettering-Oakham lines, both being used as diversionary routes for passengers. Meetings are being promoted along the route and in nearby towns, especially where there is not a passenger service, as at Winslow. The objective of the proposal is to reduce the need to change trains on cross-country journeys. A steering committee is being set up.

SUDBURY BRANCH NOTES

Mike Davies writes: British Rail ran several Shoppers' Specials seven days a week in December, all through to St Botolphs, at a fare of £1.60 return from Sudbury. The Sudbury - Mark's Tey Rail Users' Association (SMTRUA) arranged for Santa Claus to visit the line on 6 and 13 December with gifts for children.

Membership of SMTRUA continues to rise, as does commuter traffic on the line, although the service quality continues to decline. This is because of the poor state of the multiple units provided by the Provincial Sector for working this Network South East line. Bus substitutions are commonplace.

Proposals for Sudbury station continue to be discussed, both for the renovation and use of the old one, and for the new one, currently thought to be centred on the fish dock. At Chappel and Wakes Colne, the future of the East Anglian Railway Museum is threatened by the plans of the British Rail Property Board to sell the site. Although the Board plan to auction it at the end of January, the Museum hope that it may be possible for them to buy it privately; if not, they will have to move, possibly to Colchester. The reported price of the site is £100,000.

ANNUAL GENERAL MEETINGS

The EAST ANGLIAN BRANCH AGM will be held in the Conference Room, Public Library, Sergeant's Walk (off St Andrew's Street), BURY ST EDMUNDS at 1400 on Saturday 21 FEBRUARY 1987. After the business of the meeting, Russell Whipps will show his video of the new Felixstowe Docks line (see below) - including, it is hoped, the opening of it. All RDS members will be most welcome, but only East Anglian Branch members are eligible to vote.

The national RDS AGM will be held in the Polytechnic, Newcastle upon Tyne, on 25 April 1987.

FELIXSTOWE DOCKS RAILWAY - LATEST

Plans to open the new line from Trimley station to the Northern Terminal at Felixstowe Docks in mid-January had to be postponed because the signalling work had not been finished by British Rail's engineers in time. It is expected that there will also be naming ceremony for a BR locomotive in conjunction with the opening, when it does take place.

Track laying was completed early in December, and ballasting started almost at once. In mid-January there were two BR locomotives on the new line: one providing cover for the Docks Company's Class 08 *Colonel Tomline*, and another for ballasting duties. At the Docks end, two lines have been laid in to provide a reception road and run-round; it is expected that the timetable will allow 45 minutes for arrival and turnaround. There will be a BR signalbox at the Docks end, linked initially with Trimley, and another BR employee will be required to operate the hand-points in the area. It is understood that they will not be connected to the box.

At Trimley, the layout has been completely reorganised. Two tracks still run through the station, the junction being on the Ipswich side of the level crossing. They diverge approximately 100 yards beyond the other end of the platforms, where the new line begins. Felixstowe-bound passenger trains use the former down line in both directions, as will freightliners using the existing line to the Docks via Felixstowe Beach. In spite of its non-use by passengers, the up platform at Trimley has been extensively rebuilt.

If you want the very latest on the Felixstowe line, you will just have to attend the Branch AGM (see above).

NEW FARES FOR EAST ANGLIA

British Rail introduced their annual round of fare increases on 11 January, but for travellers in East Anglia the news is not all bad. Many passengers, particularly on Paytrain lines, should pay less than at present. Routes such as the East Suffolk (Ipswich-Lowestoft), the Felixstowe branch and the Wherry line (Lowestoft-Norwich) have almost all of their stations unstaffed, and passengers have to buy tickets from the guard on the train - hence the "Paytrain" title.

Late last year, BR changed this system, and required people joining at staffed stations to buy a ticket before getting on a train. At the same time it became possible to buy tickets from places like Liverpool Street, which have booking offices, through to unstaffed stations such as Beccles.

They also started to introduce new computer-controlled ticket machines for both booking offices and Paytrain guards.

The effect of this is that passengers getting on a train at an unstaffed station can now buy a number of types of ticket from the guard, instead of only single tickets. So, since 11 January, day returns have been available between any pair of stations in an area bounded by Ipswich, Cambridge, Peterborough and Kings Lynn, although they are not valid on trains due to arrive at Norwich, Ipswich or Cambridge before 0900 Mondays-Fridays. (But they will continue to be valid between Norwich, Diss, Stowmarket and Ipswich at all times.) If someone wants a day return from Trimley to Elmswell - no problem.

Examples of day return fares now available on the East Suffolk line are: Lowestoft-Ipswich £6.60 (previously £7.20); Beccles-Halesworth £1.90 (£2); Woodbridge-Ipswich £1.60 (£1.80). Saver fares are also available for distances over 35 miles, and are valid for a month; they can also be bought on trains. The fare from Lowestoft to Ipswich is £7.10, which is still cheaper than the previous fare. It is also possible to buy Savers to London and other major destinations on Paytrains.

The new Portable Ticket Issuing System (PORTIS) machines which have now been introduced store all the details of fares in their memory, and can be used to provide a complete analysis of everything they have issued during the day. BR hope to use them to provide a great deal more information about travellers and their journeys than has previously been available, and it is theoretically possible for the British Rail Board to meet one day and have in front of them a complete breakdown of ticket sales for the previous day, simply by reading the computer analysis.

RDS believes that they will show that secondary lines such as the East Suffolk contribute much more to long-distance travel than had previously been thought, and welcomes the extra range of tickets that will be available on the trains - and of course the lower fares.

Elsewhere in the country passengers seem not to have fared quite so well, fares generally rising faster than the rate of inflation. This is linked to the cuts in the Public Service Obligation grants paid by the Government to BR for socially necessary services. RDS is publishing a new leaflet entitled *It's not BR's fault*, which is available from Roland Whyte, "Latymer", The Drive, Belmont, Surrey, SM2 4JT (tel. 01-661 2290).

SIZEWELL - RAIL LINK TO BE UPGRADED?

There has been considerable controversy of late about the proposed Sizewell B nuclear power station, which would be adjacent to the existing plant, if built. At the end of last year, Suffolk County Council revealed plans to provide new or improved road links between the site and the A12 road, which would be funded by the Central Electricity Generating Board. There was a very considerable local outcry, especially from residents of Leiston, which would be badly hit by construction traffic. Plans by the CEBG to build a subterranean "diaphragm wall" extending 150 feet into the subsoil would clearly impose a huge burden, quite apart from traffic in connection with building the power station itself.

However, the CEBG now says that £3,000,000 will be spent on building and operating a new railway terminal north of the existing one. £500,000 will be required for the new installation, with the balance as compensation for contractors who will have to handle the construction materials - mainly cement and aggregates - twice. RDS and the East Suffolk Travellers' Association (ESTA) are pressing for the line to be extended to the power station, if it should be built.

It is important to stress that RDS and ESTA have no views one way or the other on whether the proposed power station should be built, but believe that if large amounts of construction traffic are to be generated, and if nuclear waste has to be transported, then rail is the safest and least environmentally damaging means of transport.

NEW TIMETABLE FROM MAY 1987

Norwich - Ipswich - Liverpool Street

The main features of the new timetable on the Liverpool Street - Norwich line, after electrification is officially inaugurated on 11 May, are as follows:-

Trains from Liverpool Street will generally call at Colchester, Manningtree, Ipswich, Stowmarket and Diss, taking 120 minutes. The first will be at 0720, then 0830 and hourly until 1630; the *East Anglian* at 1700 will take 100 minutes, calling at Ipswich only. There will then be trains at 1740, 1830, 1930, 2030, 2130 and 2300. Additional trains to Ipswich will run at 0435, 0805, 1110, 1310, 1720, 1800 (to Needham Market and Stowmarket) and 2359.

In the other direction, trains will leave Norwich at 0540, 0620, 0700 and 0800, with the *East Anglian* at 0755. The next train will be at 0855 (starting from Yarmouth at 0810). Trains will then be at 55 minutes past each hour (except 1555) until 1855; then at 2025 and 2255 - there will at long last be a late train from Norwich to Ipswich.

The Saturday pattern is essentially similar: in the down direction trains will be at half past the hour through the day until 2130, then at 2300. In summer, the 0720, 0930 and 1130 will go through to Yarmouth via Norwich. In the reverse direction, the 0955, 1155 and 1355 will start from Yarmouth. On Sundays, trains will leave London for Norwich (all via Ipswich) at 0830, then 1030 and hourly until 2130, except that the 1130, 1330 and 1530 will terminate at Ipswich. There will be a 2300 to Norwich and 2359 to Ipswich. In the up direction, trains will leave Norwich at 0655 and every two hours until 1255, then 1355, 1555, 1655 (starting from Yarmouth), 1755, 1855 and 2025; there will be a 2255 to Ipswich and in summer a 1930 to Harwich.

Other services from Norwich

On the Wherry line to Lowestoft, services will be greatly increased, trains being hourly or more frequent throughout the day; connections at Lowestoft will thus be better than before. The service to and from Yarmouth will be similar to the present one, although exact times will differ because of different departures on the main line. Trains to and from Sheringham will not be greatly altered, although the present 2115 (FX) to Cromer will become the 2055 to Sheringham and will run every weekday. There will be a 2200 (FO) to Cromer in summer, and an extra train on summer Sundays.

The service across country on the Breckland line looks very similar to that at present operated, although again there will be slight changes to timings.

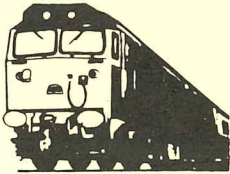
Other services from Ipswich

The East Suffolk line will have a similar weekday timetable to that now operating, but with an additional train to and from Saxmundham in the afternoon. The 2150 to Saxmundham will be extended to Lowestoft and Norwich, and will run daily. There will be six trains each way on Sundays instead of the present five. Times to Felixstowe will be similar to those at present, but with an extra at 1455 from Ipswich. The Sunday service will be unchanged, but will run until the end of the summer timetable on 4 October.

Cross country, to Ely and Cambridge, the service pattern will be similar: the Wolverhampton will leave at 1734. There will be an extra to Leicester at 1918; the replacement *European* will run between Harwich and Manchester at the same times as now.

COMING ATTRACTION

There are plans to hold another Open Day at Crown Point Depot, Norwich, on Saturday 30 May 1987, from 1030 to 1630. It is hoped to have electric, diesel and steam traction exhibits, and many others. RDS will have a stand there - offers of help to the Secretary, please.



**NENTA
RAIL
TOURS** from

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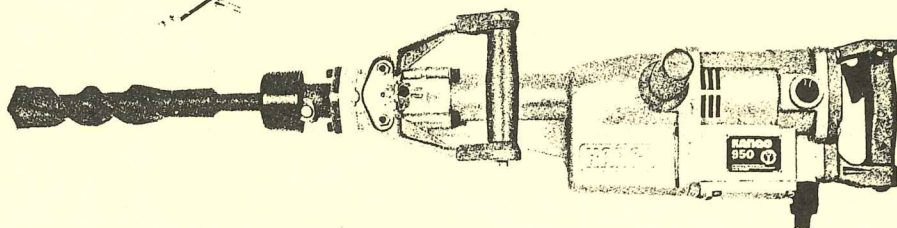
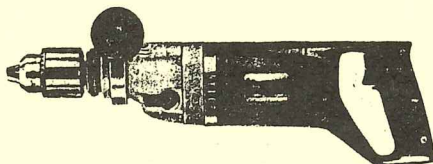
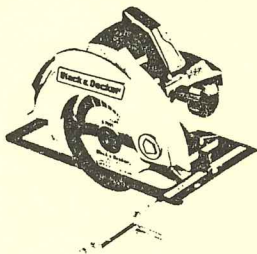
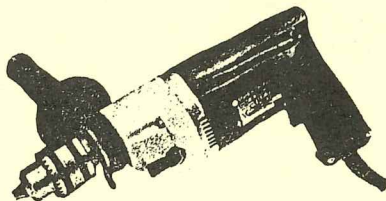
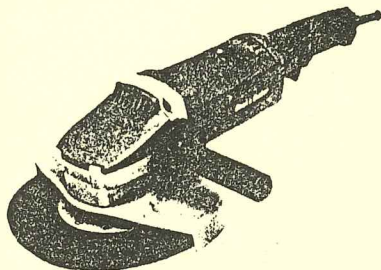
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